
From: Tanaka, Alfred
To: Hamayasu, Toru
Sent: 1/19/2006 8:37:45 AM
Subject: FW: transit

FYI

-----Original Message-----

From: Mayor Mufi Hannemann
Sent: Wednesday, January 18, 2006 12:07 PM
To: 'nobu nakamoto'
Subject: RE: transit

Dear Nobu:

Excellent suggestions! You really gave this some thought, which I like. Too many folks whine and complain without offering ideas and solutions; you, on the other hand, have made some very meaningful suggestions, especially about the needs of senior citizens.

Rest assured that our alternatives analysis process will take into consideration your ideas, along with those of others and the experiences of other municipalities.

Aloha and best wishes to you,

Mufi

-----Original Message-----

From: nobu nakamoto [mailto:nobun13@yahoo.com]
Sent: Tuesday, January 03, 2006 11:31 AM
To: Mayor Mufi Hannemann
Subject: transit

Hi Mayor Mufi,

In case the contractor filters the comments, here's my thoughts on the transit proposal posted on the web:

I would like to comment on the High-Capacity Transit Corridor Project, but find it very difficult to do so because there is very little meaningful information available on your website,

So, first of all, I'd like to suggest you increase the information presented on your website, keeping in mind that it is not possible for many of us to attend your meetings:

1. For your alternative routes, please include information on specific destinations that will be served by each route, as well as which won't be served. Here's some destinations that I think are important, and whose inclusion or exclusion will affect the desirability of each route. I'm sure there are many other important destinations that should be included as well.
 - a. Kapolei Hale
 - b. UH-West O'ahu
 - c. St. Francis West
 - d. Leeward Community College
 - e. Pearlridge Shopping Center/Pali Momi Medical Center
 - f. Aloha Stadium
 - g. Pearl Harbor
 - h. Kaiser Moanalua
 - i. Airport

- j. Honolulu Community College/Iwilei
- k. Downtown
- l. Queen's Hospital/Legislature
- m. Honolulu Hale
- n. Ward Centers
- o. Blaisdell Center/Straub
- p. Ala Moana/Wal-Mart
- q. Punahou
- r. Kapi'olani Medical Center
- s. UH-Manoa
- t. Kaimuki
- u. Waikiki
- v. Kapi'olani Community College

2. Cost information for each route will also affect the desirability of the routes.

I believe your Proposed Purpose and Need is missing something important, specifically, providing for the transportation needs of senior citizens. Our eldest baby boomers will be approaching 70 years old by the time this system is operational, and having an alternative to driving that provides seniors with transportation independence will greatly increase their quality of life. It will also make it easier for those seniors with deteriorating physical capabilities to give up driving before they become a danger to others on the road. Note that seniors, many of whom will be retired, will have different transportation needs than those commuting to and from work or school. Seniors also tend to be wheelchair users at a higher rate than the general population.

Something else totally missing from scoping information is any recognition of the fact that mass transit systems are inherently incomplete transportation systems. They only take people from one transit stop to another, and most people will still have to find a way between the transit stop and their starting point or destination. Without addressing these 'last mile' needs, the success of any mass transit system in attracting riders will be greatly limited, so the system plan must address this issue.

Last-mile solutions could be divided into three general categories: those provided by individuals, those provided by private industry, and those provided by public entities.

Individual-provided last mile solutions include walking, bicycles, motorized and non-motorized scooters (including the seated, motorized scooters marketed primarily to senior citizens), skateboards, motorized bicycles, and motorized and non-motorized wheelchairs. Your mass transit proposal should include information of how these types of solutions will be accommodated, for example: Will there be bike racks, and will they be severely limited, as with the racks on TheBus? Will skateboards and scooters be allowed? How will wheelchairs and seated scooters be accommodated? Will there be secure lockers available at the transit stations for storage of bikes, scooters, etc.? In my opinion, the mass transit system should accommodate and encourage a complete

range of individual-provided last-mile solutions, including all of the above, and be flexible enough to accommodate any emerging solutions, such as the opportunity presented recently by the great popularity of scooters. They will be the lowest cost, and frequently the most convenient to the user (no need to wait again), of all last-mile solutions.

Private industry-provided last mile solutions include taxis and shuttles. I would guess, for example, that if a transit stop is built a mile or two from the Waialeale Outlet Center, the Center will want to send their trolley to the transit stop. Employers may arrange shuttles to pick up and drop off employees, perhaps in lieu of providing parking. In order for these to be viable, the transit stations must have pickup/dropoff points available. The Pearlridge monorail is another example of a private industry-provided solution.

Public entity-provided solutions would include local bus routes and PRT (Personal Rapid Transit). PRT also can be implemented in a public/private partnership. For example, the basic PRT infrastructure could be put up by the County, but private companies could be allowed to add stops and spurs to the system at their expense, with a contribution to operating costs. That could be made more attractive to private entities with incentives such as waiving or reducing parking mandates if they have a PRT stop.

I also noticed on the slide about transit technologies dropped from further studies that short station spacing is envisioned for the corridor. I suggest you reconsider this, especially for initial phases. Stations obviously cost a lot of money to build as well as for the land under them, and short station spacing also means more stops and slower transit. I think it would be wiser to spend that money on a longer system with fewer stops, and facilitating and encouraging 'last-mile' solutions that extend beyond a mile, to 2 to 3 miles. If you do decide to go ahead with short station spacing, I suggest you start with a longer system with longer station spacing initially, and infill stations later, as opposed to initially building a short system with all the stops, and lengthening the system later.

Thanks for your time. Please be responsible with our tax dollars.

Nobu Nakamoto
Nobun13@yahoo.com
484-1417

Please also consider that facilitating last-mile solutions is something you can start doing now. Create or change laws as necessary to recognize and legitimize things like motorized scooters and motorized bikes, and allow them on TheBus.

<http://brand.yahoo.com/cybergivingweek2005/>